

BARGAINS

We are receiving daily new Fall
**Winter Coats, Suits,
Dresses, Waists**

and are ready to supply your wants

In addition we have
opened an annex in
Kennedy Bros.' old
stand opposite Zarings
mill, in order to offer
CHEAP SALES

CALL AND SEE OUR BARGAINS

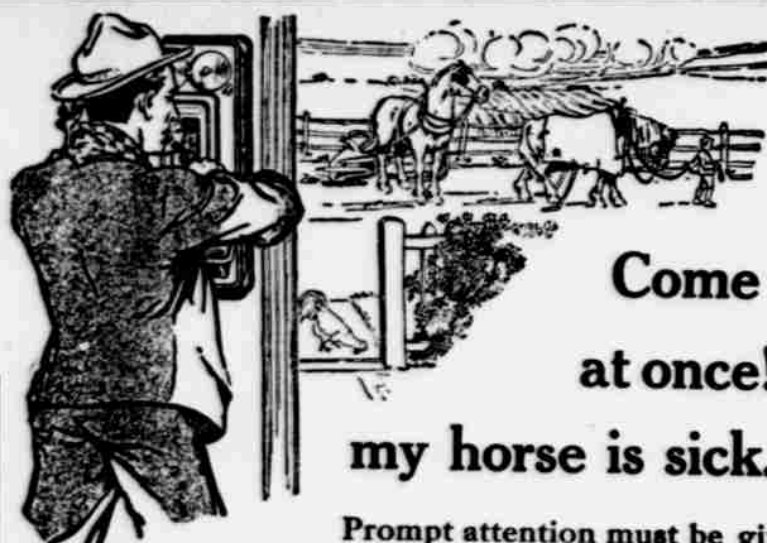
Watch for special sales that will be announced from
week to week

B. E. Belue Co.

East Main Street

Richmond, Kentucky

FALL HATS TO-DAY SEXTON HAS THEM



Come
at once!

my horse is sick.

Prompt attention must be given
ailing stock so that farm work may not be delayed.

Bell Telephone Service on the farm enables you
to get the veterinary quickly.

It also keeps you in touch with the markets and
your neighbors.

If there is no telephone on your farm write to-
day for our Free Booklet.

Address:-

Farmers' Line Department.

CUMBERLAND TELEPHONE
& TELEGRAPH COMPANY

BOX 468, FRANKFORT, KY.



FOR SALE!

The following used machinery
for sale:

- 1 6 ft. by 16 ft. Tubular Boiler with new flues
- 1 feed water heater
- 1 16x20 steam engine
- 1 No. 3 Gieser Saw Rig
- 1 No. 3 Saw Edger
- 1 16 foot trimmer
- 1 lath saw
- 1 slab cut off saw
- 1 lot shafting and pulleys
- 1 Upright boiler with double drum twin engines
- 8000 feet 1 1/2 inch wire cable
- 2000 feet 5/8, 3/4 and 1 inch wire cable
- 1 30 inch single surface, matcher and molder
- 1 circular resaw
- 1 large steam pump
- 1 air receiver 12x48
- 5800 feet good second hand pipe
- 1 lot of track steels.

B. F. HURST

RICHMOND, KENTUCKY

Phone 270

Phone 658

This Office
Does the Best **Job Printing**

merchants can seldom be employed
profitable unless the producer ships
given products in substantial amounts
or associates himself with other pro-
ducers for assembling shipments large
enough to be handled economically by
rail. Direct marketing in cities, there-
fore, opens up to the small farmers of
the surrounding country profitable
lines of production which otherwise
could not be followed, or results in
the sale of surplus products which
otherwise might be lost.

Studies in City Marketing.

Because of importance of city mar-
keting to the farmer in these various
ways, the Office of Markets and Ru-
ral Organization has taken up one of
its important projects, city marketing
and distribution. Through this pro-
ject the aim of the office has been to
study marketing conditions in various
cities; to determine as accurately as
possible the sources of loss and waste
in city marketing and the methods by
which such losses and waste may be
eliminated; to develop general plans
for efficient marketing facilities of
various kinds for cities; to aid by spe-
cific suggestions such cities as may
seek assistance in improving their
marketing conditions. In this work
the office has sought to benefit alike
all parties to marketing transactions
by attempting to remove obstacles
from the market channels so that a
more rapid, more even and less waste-
ful flow of commodities from produc-
er to consumer will be possible.

The rail and water terminals in
cities constitute the most important
factors in their marketing machinery
for farm products, since the vast bulk
of such products consumed in cities
is brought in by carload or boatload
lots. Recognizing that such termi-
nals are not arranged to the best ad-
vantage in most cities and that to this
are due some of the high hand-
ling costs and some of the important
losses of commodities, the Office of
Markets made terminal facilities the
subject of one of its earliest investi-
gations in city marketing. It has
found that the uneconomic arrange-
ment of terminal facilities is most
pronounced in the larger cities, but
that the fault is common to a greater
or less degree in all cities of import-
ance.

Too Many Terminals.

The general fault, it has been found
is the existence of numerous termi-
nals separated from each other and
from the wholesale store district or
districts. In some instances as many
as a score of separate terminals exist
in a city. Shipments from a given
dealer may arrive at a number of
these terminals on the same day, ne-
cessitating much more costly cartage
or the employment of more sales-
men than would be necessary if but
a single terminal for perishables ex-
isted and the wholesale dealer and his
store located conveniently to it. Every
extra handling, every square of
extra cartage, and every additional
salary paid increases the labor cost of
marketing, which must come out of
the margin between the producer's
selling price and the consumer's buy-
ing price. The extra handling, the
jolting due to long hauls, often over
rough cobblestone streets, and the de-
lay in getting the produce into the
retail trade channels greatly increase
the losses due to bruising and decay
of perishables, and so add further to
the marketing costs.

The aggregate losses and additions
to marketing costs, due to inefficient
terminal facilities, are so great in the
average large city that market spe-
cialists believe that it would be fea-
sible plan in many instances for the
communities to promote and finance
a separate terminal for perishables
which would be connected with all
railroads entering the city. Such a
terminal might be built especially for
the purpose or might be obtained by
securing an existing railroad yard and
warehouse which could be opened to
the receipt of all railroads. It is also
desirable where perishables enter a
city by both rail and water that the
terminal be established at a point
convenient to both water and rail
transportation facilities. A still more
complete arrangement would call for
a wholesale farmers' market near by,
at which could be assembled produce
brought from the surrounding coun-
try by wagons.

Terminal facilities of the type out-
lined might be owned by municipali-
ties, railroad companies, private cor-
porations, or associations of dealers.
At present terminals even approaching
in from those described exist in
only a very few cities of the country.
Agencies in many cities, however,
have taken up a study of the local
marketing situations with a view to
centralizing and otherwise improving
terminal facilities for perishables.
In this work the Office of Markets is
co-operating with several of these
local agencies and communities.

Public Markets in Cities.

The studies that have been made
of the various kinds of market in-
stitutions here discussed have enabled
the Office of Markets and Rural Or-
ganization to offer an advisory ser-
vice to cities, truck growers, and pro-
duce dealers' organizations, which has
proven very helpful. As a rule, when
a community desires to improve its
marketing facilities, it does not know
how to proceed efficiently and eco-
nomically. It is to meet situations of
that kind that the office, upon the re-
quest of responsible parties, will make
a survey of local conditions and re-
commend as far as feasible the plan
of procedure which appears advisable.
The office is also able to submit rough
plans for modern market structures,
together with estimates of their cost,
these to be used as a guide by the
local architect.

This service work has been carried
on so far in some 25 or more cities in
13 States, and the widespread demand
from other places is an indication of
the general interest which municipali-
ties are showing in marketing
questions. While this outlines but
one phase of the work being taken up
under city marketing and distribution
investigations, it has occupied the

Why Shamed by Blotchy Skin

If you are a sufferer from Eczema or
itchy skin, you know just what it
means to have that humiliating, itchy
ward feeling about your face and neck
and on your arms. Many a time you have
looked into the mirror and wished that
your skin would be like other people's that
you know, "without a blemish." This wish
can be yours for the asking. If you will
be the druggist and procure a bottle of
D. D. D., the greatest of all skin remedies,
apply it according to directions, in a short
time your skin will be as soft as velvet.
Come in and ask for a bottle today on
money-back guarantee. Ask also about
D. D. D. Soap, that keeps the skin healthy.

D. D. D. For 15 Years
the Standard
Skin Remedy
STOCKTON & SON

no fee is charged for the space oc-
cupied.

Farmers' retail markets, whether
of the curb or shelter type, are not
recommended for all towns without
qualification. The size of the com-
munity and numerous other local con-
siderations must determine the prac-
ticability of the enterprise. There
first be a sufficient number of farmers
in easy reach of the town who will
bring supplies for the market. There
must be in the town a sufficient de-
mand on the part of the consumers
for such a market, where, by going
in person and carrying away their
goods they may obtain produce fresher
than that available at the average
retail grocery store and usually at
somewhat lower prices. A substan-
tially large proportion of the consum-
ers on such a town can not be de-
pendent upon customers of such a mar-
ket; for many housewives, weighing
the advantages to be gained by such
personal marketing against the trou-
ble and time it would require, prefer
to depend on neighborhood stores
where orders may be given quickly in
person or by telephone and where the
expensive credit and delivery service
obtained. In most cities of fairly
large size, however, the number of
consumers wishing to buy directly
from producers is usually large
enough to support a farmers' retail
market. From the producers' point
of view, the farmers' retail market
offers perhaps the best outlet for as-
sorted produce raised in relatively
small amounts.

Farmers' Wholesale Markets.

Farmers' wholesale markets may
often be a success in towns too small
to support retail markets; for in mar-
kets of the former sort sales are made
to retail stores, hucksters, hotels, res-
taurants, boarding houses and the
like—agencies which usually seek out
the most profitable buying methods.
When the local markets are glutted
and these usual customers do not take
all available supplies, farmers utiliz-
ing the public wholesale lines often
turn their loads of produce over to
commission merchants for these agen-
cies to sell locally or to out of town
trade.

The usual sales of farmers' whole-
sale markets are by crate, bushel, or
other larger unit, and sometimes by
entire load. Farmers' conducting re-
latively extensive truck-growing op-
erations in the neighborhood of cities
may find that the farmers' wholesale
markets offer a profitable outlet thru
which to dispose of their produce. In
the vicinity of some cities, even truck
growers having a sufficient output to
make carload shipments by rail find
it more advantageous to market their
products by motor truck or wagon
through the nearby farmers' whole-
sale market. Such markets, like the
farmers' retail markets, may be mere-
ly designated sections of streets, or
may be substantial shelters on mar-
ket plats. They are usually under
municipal control.

Inclosed Public Markets.

Inclosed public markets in cities,
while primarily for the benefit of the
consumers, are also of interest to far-
mers, since many of the latter retail
stalls therein. Such markets are
practically an assemblage of small
specialized retail stores selling meats,
vegetables, fruits, dairy products, and
other food substances, provided with
shop facilities by the municipality or
a semipublic agency, at a small cost.
The theory on which such markets
are maintained is that by a reduction
of rents and other overhead charges,
the elimination of credit and delivery
costs in many cases, and the attrac-
tion of a large number of potential
buyers, the booth-keepers will be en-
abled to sell fresher goods at lower
prices than the individual retail stores
in the community, and that the mar-
ket as a whole will offer an assort-
ment of attractive produce larger by
far than can be carried by the smaller
stores. Such the same class of buy-
ers must be looked to by such a mar-
ket as those dependent upon by the
retail farmers' markets—the open and
retail farmers' markets. In fact, the
two types of markets—the open and
the inclosed—are combined in one
unit as a rule.

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HUSBAND RESCUED DESPAIRING WIFE

After Four Years of Discouraging
Conditions, Mrs. Bullock Gave
Up in Despair. Husband
Came to Rescue.

Catron, Ky.—In an interesting letter
from this place, Mrs. Bettie Bullock
writes as follows: "I suffered for four
years, with womanly troubles, and during
this time, I could only sit up for a little
while, and could not walk anywhere at
all. At times, I would have severe pains
in my left side.

The doctor was called in, and his treat-
ment relieved me for a while, but I was
soon confined to my bed again. After
that, nothing seemed to do me any good.

I had gotten so weak I could not stand,
and I gave up in despair.

At last, my husband got me a bottle of
Cardui, the woman's tonic, and I com-
menced taking it. From the very first
dose, I could tell it was helping me. I
can now walk two miles without tire-
tiring me, and am doing all my work."

If you are all run down from womanly
troubles, don't give up in despair. Try
Cardui, the woman's tonic. It has helped
more than a million women, in its 50
years of continuous success, and should
surely help you, too. Your druggist has
sold Cardui for years. He knows what
it will do. Ask him. He will recom-
mend it. Begin taking Cardui today.

Write for Chattanooga Medicine Co., Ladies'
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tom Chart, and a 64-page book, "How
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